



CHANGE 4

EFFECTIVE: SEPTEMBER 16, 1994

**Part 71—Designation of Class A, Class B, Class C, Class D, and Class E  
Airspace Areas; Airways; Routes; and Reporting Points**

This change incorporates Amendment 71-23, Airspace Designations; Incorporation By Reference, adopted August 8, 1994. This amendment revises §§ 71.1, 71.5, 71.31, 71.33, 71.41, 71.51, 71.61, 71.71, 71.79, and 71.901.

Bold brackets enclose the most recently changed or added material in these particular sections. The amendment number and effective date of new material appear in bold brackets at the end of each affected section.

**Page Control Chart**

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Suggest filing this transmittal at the beginning of the FAR. It will provide a method for determining that all changes have been received as listed in the current edition of AC 00-44, Status of Federal Aviation Regulations, and a check for determining if the FAR contains the proper pages.



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Consequently, with the raising of the ceiling of the Class D airspace in the Eglin Terminal Complex, as well as the new requirement establishing positive air traffic control in the East-West Corridor, it is believed a dramatic increase in air traffic and the ERCF controller workload will result. This addition in controller workload would manifest itself through increased air traffic control delays imposed on civilian and military aircraft both in the air and on the ground.

Accordingly, a micro-review of operations conducted within these airspace areas, to determine the amount and extent of controlled airspace necessary to contain certain air traffic control operations, is required.

### **The Rule**

This amendment to parts 71 and 93 of the FAR temporarily delays the effective date from December 9, 1993, to December 8, 1994, as it pertains to: (1) the rescission of the Valparaiso, Florida, Terminal Area and Special Air Traffic Rules in part 93 of the FAR; and (2) implementation of the Eglin, Florida, Class D airspace areas and the subsequent revocation of the Eglin AFB, Florida Class D airspace area and the Eglin Air Force Auxiliary No. 3 Duke Field, Florida Class D airspace area; the modification of the Hurlburt Field, Florida Class D airspace area and the Crestview, Florida Class E airspace area; and the establishment of the Eglin, Florida Class D North-South Corridor issued as part of the Offshore Airspace Reconfiguration Final Rule.

Because the public needs to be made immediately aware of the delay of these actions, notice and public procedure under 5 U.S.C. 553(b) are impracticable.

The FAA has determined that this action: (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the expected impact is minimal. Therefore, I find that good cause exists, pursuant to 5 U.S.C. 553(d), for making this amendment effective in less than 30 days in order to promote the safe and efficient handling of air traffic in the area.

### **Adoption of the Amendment**

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR parts 71 and 93 effective December 9, 1993.

The authority citation for part 71 continues to read as follows:

*Authority:* 49 U.S.C. app. 1348(a), 1354(a), 1510; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

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### **Amendment 71-23**

#### **Airspace Designations; Incorporation by Reference**

**Adopted: August 8, 1994**

**Effective: September 16, 1994**

**(59 FR 43034, August 22, 1994)**

**SUMMARY:** This action amends the Federal Aviation Regulations relating to airspace designations to reflect the approval by the Director of the Federal Register of the incorporation by reference of FAA Order 7400.9B, Airspace Designations and Reporting Points. This action also explains how the FAA will amend the listings of Class A, Class B, Class C, Class D, and Class E airspace areas and reporting points incorporated by reference.

**EFFECTIVE DATE:** These regulations are effective September 16, 1994, through September 15, 1995. The incorporation by reference of FAA Order 7400.9B is approved by the Director of the Federal Register as of September 16, 1994, through September 15, 1995.

## History

FAA Order 7400.9A, Airspace Designations and Reporting Points, dated June 17, 1993, and effective September 16, 1993, listed Class A, Class B, Class C, Class D, Class E airspace areas and reporting points. Due to the large number and frequent revision of these descriptions, the FAA requested approval from the Office of the Federal Register to incorporate the material by reference in Federal Aviation Regulations (FAR) § 71.1 (14 CFR § 71.1). The Director of the Federal Register approved the incorporation by reference of FAA Order 7400.9A in § 71.1 effective September 16, 1993, through September 15, 1994. During the incorporation by reference period, the FAA processed all proposed changes of the airspace listings in FAA Order 7400.9A in full text as proposed rule documents in the *Federal Register*. Likewise, all amendments of these listings were published in full text as final rules in the *Federal Register*. This rule reflects the periodic integration of these final rule amendments into a revised edition of Airspace Designations and Reporting Points, Order 7400.9B. The Director of the Federal Register has approved the incorporation by reference of FAA Order 7400.9B in § 71.1 as of September 16, 1994, through September 15, 1995. This rule also explains how the FAA will amend the airspace designations incorporated by reference in part 71. Sections 71.5, 71.31, 71.33, 71.41, 71.51, 71.61, 71.71, 71.79, and 71.901 are also updated to reflect the incorporation by reference of FAA Order 7400.9B.

## The Rule

This action amends part 71 of the Federal Aviation Regulations to reflect the approval by the Director of the Federal Register of the incorporation by reference of FAA Order 7400.9B effective September 16, 1994, through September 15, 1995. During the incorporation by reference period, the FAA will continue to process all proposed changes of the airspace listings in FAA Order 7400.9B in full text as proposed rule documents in the *Federal Register*. Likewise, all amendments of these listings will be published in full text as final rules in the *Federal Register*. The FAA will periodically integrate all final rule amendments into a revised edition of the Order, and submit the revised edition to the Director of the Federal Register for approval for incorporation by reference in § 71.1.

The FAA has determined that this action: (1) is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. This action neither places any new restrictions or requirements on the public, nor changes the dimensions or operating requirements of the airspace listings incorporated by reference in part 71. Consequently, notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

## Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71, effective September 16, 1994.

The authority citation for part 71 continues to read as follows:

*Authority:* 49 U.S.C. app. 1348(a), 1354(a), 1510; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

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# Points

## Subpart A—General; Class A Airspace

Source: Docket No. 24456, (56 FR 65638), December 17, 1991.

### § 71.1 Applicability.

【The complete listing for all Class A, Class B, Class C, Class D, and Class E airspace areas and for all reporting points can be found in FAA Order 7400.9B, Airspace Designations and Reporting Points, dated July 18, 1994. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. The approval to incorporate by reference FAA Order 7400.9B is effective September 16, 1994, through September 15, 1995. During the incorporation by reference period, proposed changes to the listings of Class A, Class B, Class C, Class D, and Class E airspace areas and to reporting points will be published in full text as proposed rule documents in the *Federal Register*. Amendments to the listings of Class A, Class B, Class C, Class D, and Class E airspace areas and to reporting points will be published in full text as final rules in the *Federal Register*. Periodically, the final rule amendments will be integrated into a revised edition of the order and submitted to the Director of the Federal Register for approval for incorporation by reference in this section. Copies of FAA Order 7400.9B may be obtained from the Document Inspection Facility, APA-220, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, (202) 267-3485. Copies of FAA Order 7400.9B may be inspected in Docket No. 27855 at the Federal Aviation Administration, Office of the Chief Counsel, AGC-200, Room 915G, 800 Independence Avenue, SW., Washington, DC weekdays between 8:30 a.m. and 5:00 p.m., or at the Office of the Federal Register, 800 North Capitol Street, NW., Suite 700, Washington, DC. This sec-

tion is effective September 16, 1994, through September 15, 1995.】

(Amdt. 71-16, Eff. 9/16/93); (Amdt. 71-19, Eff. 9/16/93); (Amdt. 71-20, Eff. 9/16/93); 【(Amdt. 71-23, Eff. 9/16/94)】

### § 71.3 [Reserved]

### § 71.5 Reporting Points.

The reporting points listed in subpart H of 【FAA Order 7400.9B】 (incorporated by reference, see § 71.1) consist of geographic locations at which the position of an aircraft must be reported in accordance with part 91 of this chapter.

(Amdt. 71-20, Eff. 9/16/93); 【(Amdt. 71-23, Eff. 9/16/94)】

### § 71.7 Bearings, Radials, and Mileages.

All bearings and radials in this part are true and are applied from point of origin and all mileages in this part are stated as nautical miles.

### § 71.9 Overlapping Airspace Designations.

(a) When overlapping airspace designations apply to the same airspace, the operating rules associated with the more restrictive airspace designation apply.

(b) For the purpose of this section—

(1) Class A airspace is more restrictive than Class B, Class C, Class D, Class E, or Class G airspace;

(2) Class B airspace is more restrictive than Class C, Class D, Class E, or Class G airspace;

(3) Class C airspace is more restrictive than Class D, Class E, or Class G airspace;

(4) Class D airspace is more restrictive than Class E or Class G airspace; and

(5) Class E is more restrictive than Class G airspace.

space within which all pilots and aircraft are subject to the rating requirements, operating rules, and equipment requirements of part 91 of this chapter. (Amdt. 71-20, Eff. 9/16/93); [(Amdt. 71-23, Eff. 9/16/94)]

**§ 71.33 Class A Airspace Areas.**

(a) That airspace of the United States, including that airspace overlying the waters within 12 nautical miles of the coast of the 48 contiguous states, from 18,000 feet MSL to and including FL600 excluding the states of Alaska and Hawaii, Santa Barbara

to and including FL600 but not including the airspace less than 1,500 feet above the surface of the earth and the Alaska Peninsula west of longitude 160°00'00" West.

(c) The airspace areas listed as offshore airspace areas in subpart A of [FAA Order 7400.9B] (incorporated by reference, see § 71.1) that are designated in international airspace within areas of domestic radio navigational signal or ATC radar coverage, and within which domestic ATC procedures are applied.

(Amdt. 71-19, Eff. 9/16/93); [(Amdt. 71-23, Eff. 9/16/94)]



**§ 71.41 Class B Airspace.**

The Class B airspace areas listed in subpart B of **[FAA Order 7400.9B]** (incorporated by reference, see § 71.1) consist of specified airspace within which all aircraft operators are subject to the minimum pilot qualification requirements, operating rules, and aircraft equipment requirements

of part 91 of this chapter. Each Class B airspace area designated for an airport in subpart B of **[FAA Order 7400.9B]** (incorporated by reference, see § 71.1) contains at least one primary airport around which the airspace is designated.

(Amdt. 71-20, Eff. 9/16/93); **[(Amdt. 71-23, Eff. 9/16/94)]**



The Class C airspace areas listed in subpart C of [FAA Order 7400.9B] (incorporated by reference, see § 71.1) consist of specified airspace within which all aircraft operators are subject to operating rules and equipment requirements speci-

fied in part 91 of this chapter. Each Class C airspace area designated for an airport in subpart C of [FAA Order 7400.9B] (incorporated by reference, see § 71.1) contains at least one primary airport around which the airspace is designated.

(Amdt. 71-20, Eff. 9/16/93); [(Amdt. 71-23, Eff. 9/16/94)]



§ 71.101 Class D Airspace.

The Class D airspace areas listed in subpart D of [FAA Order 7400.9B] (incorporated by reference, see § 71.1) consist of specified airspace within which all aircraft operators are subject to operating rules and equipment requirements speci-

fied in part 91 of this chapter. Each Class D airspace area designated for an airport in subpart D of [FAA Order 7400.9B] (incorporated by reference, see § 71.1) contains at least one primary airport around which the airspace is designated.

(Amdt. 71-20, Eff. 9/16/93); [(Amdt. 71-23, Eff. 9/16/94)]



Class E Airspace consists of:

(a) The airspace of the United States, including that airspace overlying the waters within 12 nautical miles of the coast of the 48 contiguous states and Alaska, extending upward from 14,500 feet MSL up to, but not including 18,000 feet MSL, and the airspace above FL600, excluding—

(1) The Alaska peninsula west of longitude 160°00'00"W.; and

(2) The airspace below 1,500 feet above the surface of the earth.

(b) The airspace areas designated for an airport in subpart E of [FAA Order 7400.9B] (incorporated by reference, see § 71.1) within which all aircraft operators are subject to the operating rules specified in part 91 of this chapter.

(c) The airspace areas listed as domestic airspace areas in subpart E of [FAA Order 7400.9B] (incorporated by reference, see § 71.1) which extend upward from 700 feet or more above the surface of the earth when designated in conjunction with an airport for which an approved instrument approach procedure has been prescribed, or from 1,200 feet or more above the surface of the earth for the purpose of transitioning to or from the terminal or en route environment. When such areas are designated in conjunction with airways or routes, the extent of such designation has the lateral extent identical to that of a Federal airway and extends upward from 1,200 feet or higher. Unless otherwise specified, the airspace areas in the paragraph extend upward from 1,200 feet or higher above the surface to, but not including, 14,500 feet MSL.

(d) The Federal airways described in subpart E of [FAA Order 7400.9B] (incorporated by reference, see § 71.1).

(e) The airspace areas listed as en route domestic airspace areas in subpart E of [FAA Order 7400.9B] (incorporated by reference, see § 71.1). Unless otherwise specified, each airspace area has a lateral extent identical to that of a Federal airway and extends upward from 1,200 feet above the sur-

face of the earth to the overlying or adjacent controlled airspace.

(f) The airspace areas listed as offshore airspace areas in subpart E of [FAA Order 7400.9B] (incorporated by reference, see § 71.1) which are designated in international airspace within areas of domestic radio navigational signal or ATC radar coverage, and within which domestic ATC procedures are applied. Unless otherwise specified, each airspace area extends upward from a specified altitude up to, but not including, 18,000 feet MSL. (Amdt. 71-16, Eff. 9/16/93); (Amdt. 71-19, Eff. 9/16/93); (Amdt. 71-20, Eff. 9/16/93); (Amdt. 71-21, Eff. 9/16/93); [(Amdt. 71-23, Eff. 9/16/94)]

#### § 71.73 Classification of Federal Airways.

Federal airways are classified as follows:

(a) Colored Federal airways:

- (1) Green Federal airways.
- (2) Amber Federal airways.
- (3) Red Federal airways.
- (4) Blue Federal airways.

(b) VOR Federal airways.

#### § 71.75 Extent of Federal Airways.

(a) Each Federal airway is based on a center line that extends from one navigational aid or intersection to another navigational aid (or through several navigational aids or intersections) specified for that airway.

(b) Unless otherwise specified:

(1) Each Federal airway includes the airspace within parallel boundary lines 4 miles each side of the center line. Where an airway changes direction, it includes that airspace enclosed by extending the boundary lines of the airway segments until they meet.

(2) Where the changeover point for an airway segment is more than 51 miles from either of the navigational aids defining that segment, and—

(i) The changeover point is midway between the navigational aids, the airway includes the airspace between lines diverging at angles of

includes the airspace between them by lines at angles of 4.5° from the center line at the navigational aid more distant from the changeover point, and extending until they intersect with the bisector of the angle of the center lines at the changeover point; and between lines connecting these points of intersection and the navigational aid nearer to the changeover point.

(3) Where an airway terminates at a point or intersection more than 51 miles from the closest associated navigational aid, it includes the additional airspace within lines diverging at angles of 4.5° from the center line extending from the associated navigational aid to a line perpendicular to the center line at the termination point.

(4) Where an airway terminates, it includes the airspace within a circle centered at the specified navigational aid or intersection having a diameter equal to the airway width at that point. However, an airway does not extend into an oceanic control area.

(c) Unless otherwise specified—

(1) Each Federal airway includes that airspace extending upward from 1,200 feet above the sur-

the segment of an airway between adjoining navigational aids or intersections; and

(2) The airspace of a Federal airway, within the lateral limits of a Class E airspace area with a lower floor, has a floor coincident with the floor of that area.

(d) A Federal airway does not include the airspace of a prohibited area.

#### **§ 71.77 [Removed and Reserved.]**

(Amdt. 71-19, Eff. 9/16/93)】

#### **§ 71.79 Designation of VOR Federal Airways.**

Unless otherwise specified the place names appearing in the descriptions of airspace areas in subpart E of 【FAA Order 7400.9B】 (incorporated by reference, see § 71.1) designated as VOR Federal airways indicate VOR or VORTAC navigational facilities identified by those names.

(Amdt. 71-20, Eff. 9/16/93); 【(Amdt. 71-23, Eff. 9/16/94)】

### **Subpart F—[Reserved]**

### **Subpart G—[Reserved]**



Unless otherwise designated:

(a) Each reporting point listed in subpart H of [FAA Order 7400.9B] (incorporated by reference, see § 71.1) applies to all directions of flight. In any case where a geographic location is designated as a reporting point for less than all airways passing through that point, or for a particular direction of

flight along an airway only, it is so indicated by including the airways or direction of flight in the designation of geographical location.

(b) Place names appearing in the reporting point descriptions indicate VOR or VORTAC facilities identified by those names.

(Amdt. 71-20, Eff. 9/16/93); [(Amdt. 71-23, Eff. 9/16/94)]





